

CLAIMS

1. (currently amended) A camshaft adjusting device for internal combustion engines of motor vehicles, the device comprising:

an intake camshaft adjuster and an exhaust camshaft adjuster driven by an endless drive connected to a crankshaft;

wherein the intake and exhaust camshaft adjusters are connected by a gear transmission to one another;

wherein a first one of the intake and exhaust camshaft adjusters comprises a drive wheel and a gear forming a part of the gear transmission, wherein the drive wheel and the gear are positioned axially adjacent to one another;

wherein the first one of the intake and exhaust camshaft adjusters further comprises a spacer member, wherein the spacer member separates the drive wheel and the gear from one another and wherein the spacer member is a force transmitting element transmitting a drive force from the drive wheel onto the gear.

2. (canceled)

3. (canceled)

4. (currently amended) ~~The~~ A camshaft adjusting device according to claim 2, for internal combustion engines of motor vehicles, the device comprising:

an intake camshaft adjuster and an exhaust camshaft adjuster driven by an endless drive connected to a crankshaft;

wherein the intake and exhaust camshaft adjusters are connected by a gear transmission to one another;

wherein a first one of the intake and exhaust camshaft adjusters comprises a drive wheel and a gear forming a part of the gear transmission, wherein the drive wheel and the gear are positioned axially adjacent to one another;

wherein the gear is a monolithic part of a stator of the first one of the intake and exhaust camshaft adjusters.

5. (currently amended) ~~The~~ A camshaft adjusting device according to claim 2, for internal combustion engines of motor vehicles, the device comprising:

an intake camshaft adjuster and an exhaust camshaft adjuster driven by an

endless drive connected to a crankshaft;

wherein the intake and exhaust camshaft adjusters are connected by a gear transmission to one another;

wherein a first one of the intake and exhaust camshaft adjusters comprises a drive wheel and a gear forming a part of the gear transmission, wherein the drive wheel and the gear are positioned axially adjacent to one another;

wherein the drive wheel is fastened on the gear.

6. (currently amended) The device according to claim 1 [2], wherein the drive wheel is a chain wheel.

7. (currently amended) ~~The~~ A camshaft adjusting device according to claim 2, for internal combustion engines of motor vehicles, the device comprising:

an intake camshaft adjuster and an exhaust camshaft adjuster driven by an endless drive connected to a crankshaft;

wherein the intake and exhaust camshaft adjusters are connected by a gear transmission to one another;

wherein a first one of the intake and exhaust camshaft adjusters comprises a drive wheel and a gear forming a part of the gear transmission, wherein the drive wheel and the gear are positioned axially adjacent to one another;

wherein the drive wheel is provided with at least one positive-locking element and wherein the first one of the intake and exhaust camshaft adjusters has at least one counter locking element interacting with the at least one positive-locking element for radially aligning the drive wheel and the gear.

8. (original) The device according to claim 7, wherein the positive-locking element is a radial projection on an inner side of the drive wheel.

9. (original) The device according to claim 7, wherein the counter locking element is an axial groove in a wall of a stator of the first one of the intake and exhaust camshaft adjusters.

10. (currently amended) The device according to claim 1 [2], wherein the drive wheel belongs to the exhaust camshaft adjuster.

11. (original) The device according to claim 1, wherein the intake and

exhaust camshaft adjusters each have a gear forming a part of the gear transmission.

12. (original) The device according to claim 11, wherein the intake and exhaust camshaft adjusters are directly drivingly connected by the gears.

13. (original) The device according to claim 12, wherein the gears have identical diameter.

14. (original) The device according to claim 11, further comprising an intermediate shaft provided with a common gear wheel fixedly connected to the intermediate shaft, wherein the gears of the intake and exhaust camshaft adjusters engage the common gear wheel.

15. (original) The device according to claim 14, wherein the intermediate shaft is drivingly connected to the endless drive.